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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1A

INFORMATION REPORT

CD NO.

COUNTRY

USSR (Gorki Oblast)

DATE DISTR. 18 Jan⁹ 1950

SUBJECT

Jet Aircraft Observed over Gorki

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DATE OF INFO.

November 1948 - July 1949

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SUPPLEMENT TO
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1. Description of aircraft (see Annex):

a. An undetermined number of jet engines were fitted in the fuselage. Circular air intake in center of nose (Annex, No 1a); exhaust outlet, somewhat smaller than air intake, at rear of fuselage (see Annex, No 1b).

b. Midwing monoplane of the swept-back type; as to figuration of wings, see Annex, No III and IV.

c. For tail assembly, see Annex, No 1, IV, and V.

d. Landing gear: Nose wheel retracts rearward, notable for its slanting position (see Annex, 1g). Main landing gear under fuselage, single wheels; no other details available.

e. Fuselage: Cross section was not remembered (see Annex, No II). Section forward of wings considerably shorter than portion aft of wings (see Annex, No If and IVc.d).

f. Streamlined cockpit faired into fuselage, beginning forward of wings (see Annex, No 1c).

c. Weapons and other installations were not observed.

h. The craft shown silvery and had no number or markings. Source twice observed an aircraft of this type in the air early in June 1949. The plane was painted with red lead. On the left side of the fuselage it was marked with the white letter M and a two-digit number which is not remembered.

2. The described plane was first seen over GORKI from the Stalin Plant in April-May 1949. Source saw no other jet aircraft in

25X1X GORKI..

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fighters over the town up to April 1949, but could not furnish a detailed description of these fighters. Only individual conventional fighters were seen over GORKI after April 1949.

3. Further details on the observed jet plane:

a. A thundering sound was heard at the take-off of the plane.

b. The noise produced by the flying plane was called an "even roar".

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c. On two days [REDACTED] a short light blue plume of smoke was ejected from a plane of this type while it performed a level flight. The speed of the observed plane was comparatively low. No acceleration was observed in connection with the smoke plume.

d. Forty-five minutes was the maximum time the plane was seen aloft, most of the flights being of shorter duration.

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e. [REDACTED] the craft was faster than any planes previously seen. A Soviet officer told [REDACTED] that the maximum speed of the plane was about 750 mph.

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f. The noise of the take-off of an individual plane was heard about 3 a.m. on four or five nights in June 1949. From the noise it could be determined that it was a jet plane. The noise of a flying jet plane was later heard. The landing of the craft was not observed.

Field Comment:

a. This [REDACTED] further clarifies the picture of the swept-back jet type produced in GORKI, although the observations were not made in the plant itself. The objective statements are restricted to actual observations leaving out all personal combinations and conjectures as found in the first report. The details of the attached sketch appear credible, although the fitting of the main landing gear requires clarification. The question whether the observed jet aircraft was a Lavochkin or MIG design can only be decided after the place where the plane was produced has been determined.

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b. From this report it must not be assumed that this type did not go into production before the spring of 1949. According to available information, these jet aircraft were first seen in the fall of 1948. They were also observed by [REDACTED] who left GORKI as early as December 1948.

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1 Annex: Jet Aircraft Observed over GORKI.

* [REDACTED] 25X1A

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